

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

This Document contains information affecting the National Defense of the United States, within the meaning of Title 18, Sections 793 and 794, of the U.S. Code, as amended. Its transmission or revelation of its contents to or receipt by an unauthorized person is prohibited by law. The reproduction of this form is prohibited.

SECRET  
SECURITY INFORMATION

25X1A

COUNTRY	Poland	REPORT NO.	[REDACTED]
SUBJECT	Northern Shipyard in Gdansk	DATE DISTR.	1 September 1953 25X1A
	25X1A	NO. OF PAGES	3
DATE OF INFO.	[REDACTED]	REQUIREMENT NO.	[REDACTED]
PLACE ACQUIRED	[REDACTED]	REFERENCES	[REDACTED]

25X1X

1. The Northern Shipyard (Stocznia Polnocna) in Gdansk was subordinate to the Central Administration of the Shipbuilding Industry (Centralny Zarad Przemyslu Okretowego -- CZPO), and although it was organized along the same lines and closely co-operated with the Stocznia Gdanska Shipyard [REDACTED] it was separately administered. This is evidenced by the fact that I corresponded with both shipyards independently as early as 1950 and that the passes to enter the premises of the Northern Shipyard were entirely different from those issued for the Stocznia Gdanska. Inasmuch as I did not work in this yard but only paid visits to friends aboard ships undergoing repairs or construction I am unable to elaborate further on administrative and organizational details concerning the yard. 25X1A
2. Although the Northern Shipyard primarily built fishing vessels such as small trawlers (220 gr. tn.) and steel fishing cutters (18 m. long), it was also engaged in the construction of trolley cars and special railroad freight cars, and at the same time was one of the largest producers of lifeboats for the Polish maritime service. It had one gantry-type, overhead, travelling crane serving the open steel-plate storage, and one floating crane of approximately 15 tn. lifting capacity.
3. By June 1952 the yard had completed approximately 30 trawlers of the KULIK class, (220 gr. tn., 300 hp., 9 knots). (According to a proposed schedule, 50 more were to be completed by 1955.) At the

SECRET

25X1A

## SECRET/SECURITY INFORMATION

-2-

25X1A

same time, 80 - 100 steel fishing cutters were completed, partially in co-operation with the Stocznia Rybacka in Gdynia. These cutters measured about 18 m. in length, had a beam, 3.8 m., and a draft of 11 ft. They were powered by diesel engines of 75 - 120 hp. giving them a speed of eight to nine knots. Repairs were carried out on steel cutters, trawlers, and motor launches on a continuing basis by the shipyard.

25X1A

4. The building of super-trawlers of the Dalmor (R) class [redacted] was started during mid-1952 at the Stocznia Polnocna and the construction of steel fishing cutters was discontinued at the same time and transferred entirely to the Stocznia Rybacka in Gdynia.
5. The following points refer to my memory sketch Annex A of the Northern Shipyard:

Point # 1. Main Entrance and Guardhouse.

- # 2. Wood Working Shop: one-story, brick and wood building; 30 x 20 x 12 m.
- # 3. Main Carpenter Shop: two-story, brick building; 25 x 20 x 9 m. Besides various types of woodworking machines, this shop was equipped with steam, wood-bending machines used in the construction of keels and frames for lifeboats.
- # 4. Assembly Shop: two-story, reinforced concrete building; 80 x 20 x 12 m. Lifeboats and railroad cars were assembled here. The building also housed a design office and various other technical offices.
- # 5. Emergency Power and Compressed Air Station: two-story brick building; 25 x 25 x 10 m. I know nothing of the equipment of the electric power plant.
- # 6. Marine Railway Installation: accommodated approximately 10 ships up to 750 gr. tn.
- # 7. Superstructure Assembly Shop: one-story, concrete-brick building; 40 x 20 x 12 m.
- # 8. Main Machine Shop: one-story, concrete-brick building; 70 x 20 x 10 m. This shop was well equipped with various types of lathes, horizontal milling machines, boring, shaping, and grinding machines.
- # 9. Diesel Engine Repair and Boiler Assembly Shop: two-story concrete-brick building; 50 x 25 x 10 m. The central heating plant for the shipyard was also located in this building.
- # 10. Wooden Offshore Wharf: 200 m. long; equipped with air, steam, and electrical connections; used for fitting out.
- # 11. Pontoon bridge.
- # 12. Yard Administration and Personnel Office: two-story, brick building; 25 x 20 x 9 m.
- # 13. Assembly Shop for Superstructure and Other Ship Parts: one-story, concrete-brick building; 40 x 20 x 10 m.
- # 14. New Shipbuilding Hall: reinforced one-story concrete building; 100 x 40 x 12 m.; under construction in November 1951.

Annex. Location and Layout Sketch of the Stocznia Polnocna, Gdansk

SECRET

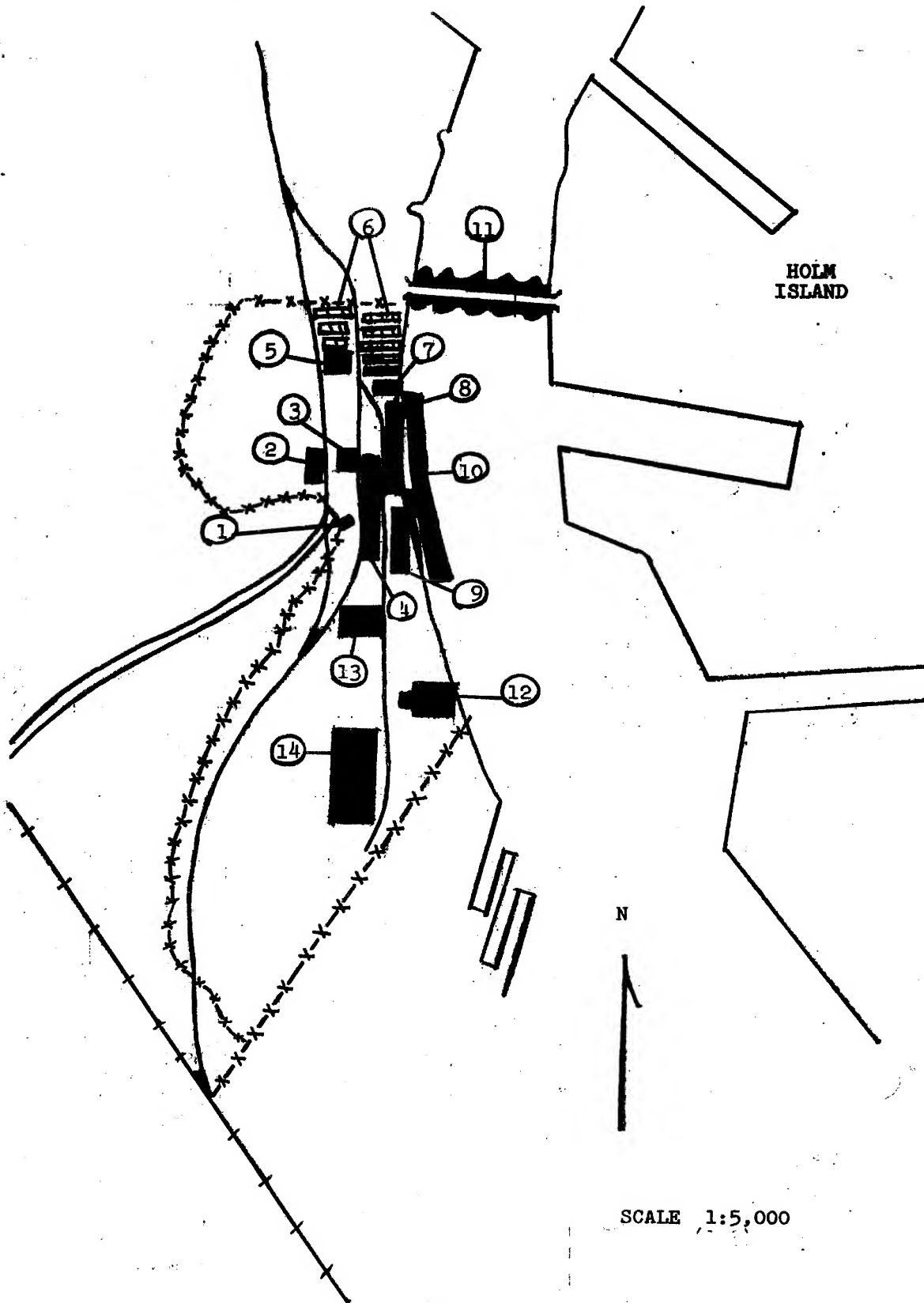
SECRET/SECURITY INFORMATION

25X1A

ANNEX

- 3 -

Location and Layout Sketch of Stocznia Polnocna in Gdansk/Poland/



SECRET